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Which evaluation criteria are the most important to you? Please circle your three most important criteria.

Maximize ridership/revenue potential

Maximize rail transit connections and accessibility

Maximize service to and promotion of

transit-oriented development

Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/

minority areas

Minimize impacts to natural resources

Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.
The just maximize vail transit connection, but all transit connection—it is a yslen
connection—it is a system
investment in
- Not minimize capital costs but optimize productivity, since it is possible to not envest enough, or to invest too much
it is possible to not envest enough, or to invest too much
outimize their ability to across into & activitie
- Not minimize impacts to low income purincity ances, but of timize their ability to access jobs & ectivities through out the Bay know
,



High-Speed Train Program

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- Concerned that the negional interest in high speed communitier
vail & is connecting to Tracy T, will overshadow the
to Southern Calibornia. Maintaining the promised
to Southern Calitornia, Maintaining the from ised
2 hour schedule to expresses between Sandoce and
Onin 5/3 tru in LA is vital to maximize patronage
and provide scheduled feoder connections at poth ends.
Such are all Frains from LA will have a timed Transfer
to with sille of the Bay.



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Laying the Tracks for Bay Area Regional Rail

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Land Use-Transportation Links

A. Planning for Future Growth. Congestion is a problem that is expected to grow as the region adds people and jobs. This station outlines a regional plan for managing that growth in such a way that links land use and transit — making it easier to get around while preserving the beauty and quality of life in the region. New transit-oriented developments include a mix of land uses such as housing, retail and services that are located around rail stations or key bus stops.

Do you feel transit-oriented developments make sense for the Bay Area? Yes No For your community? Yes No For yourself? Yes No Please explain.

Tuse fransit when I run - by pass congestion, abb











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Wa	y of	1172		people.					
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I support Altimont - pass Route. It seems to be
more efficient since Oakland-bound brunch live would
somewhere around Fremont. Denands for travel around
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East Bay ca be satisfied with BART transferable
to HSR.





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Bay Rail Alliance & Caltrain JPB.



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ZOMAL FARES ACROSS ALL	SYSTEMS BUS RHU/FERRY			
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PROGRESS ON THIS PROJECT	I IS ABSOMOLY SLOW.			
IT HAS BED PISCUSSED F	M) PROTABS			
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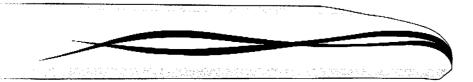
Are important criteria trussing tront trus list: riease suggest adaltional criteria you
believe should be considered.
Transit supported the whole society To Not emport it to
Transit supports the whole society Do Not expectif to the "pay for itself" - its nut augonita pay for itself - butthe
effect will be ability, mobility, opportunity for employment by mess, travelfor pleasured by mess ripple throughth economy and senset independence of the populace
Digness, travelfor pleasured bigness ripple throughth
economy and sense of malgrendence of the postace
Ease of connections; frequency of trains;



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€ .	Stations few and for between just well connected to other
	Transportation models.
6	stations to airports, new idea I major international airellar
	centrally feeder as ports in Freshi, Modesto-etc
0	Central Valley Connection to Bay Area from the sorth
	J





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technology simple reprovemin other countries

Simpler technology = lower cost = more rail miles + cars = more passengers

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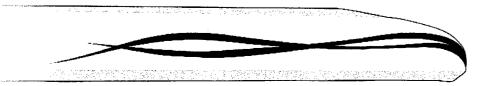
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Connections! Your planning needs to show a connection between BART ACE, and HST in the Tri-Valley. Most of your maps show a gap between BART and the other lines. A BART extension to Downtown Livermore will serve ACE and HST and will use existing rail right-of-way for almost the entire route,





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Transil is not compatible with Low Density Development

Landuse planning needs to be integrated with

transit/rail planning.











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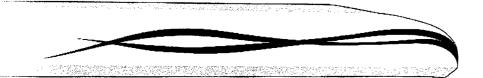
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Extensions of cureout sorvice 1-e BART (D) LIVERIMONE - eTa Should be planned & completed in such a way that further

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Make the connection into Livenine vally -





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MITIGATES CARTRAVEL, Obshawes Sense &

Community











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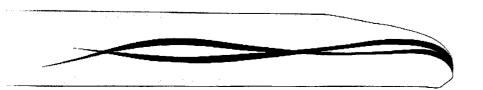
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from Port of Co	wand to	central	va Diz.	
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6 CALLON

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Lin Inermore Vally need to cornect with CE a Bart. Livermore & Greenvillor wight he votter locations to a completelic Could the Oalland Jacramento corner (Capital) he up graded to carry high speak





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Bat must be built to Livering











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* Parking is important element of accessibility
- and connections to other transitiscritical
- perhaps in commute hours a flect
of taxi cabs would be economical
in certain urban areas - ie San Vose Los Angeles - Ookland - San Trancisco
commuter GOLF CARTS OR BIKES ALSO AN OPTION



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BUFFERS

WETHANDS, AND WILDLIFE CORRIDORS (both North-South

and East-West) are very important to accomodate,

[Think Canada has implemented moose highway crossing,

Similar to our pedestrian highway over passes?]

PACHECO PASS is critical in both these areas!

2) conservative construction practices need top priority in natural areas - once introduced invasive vegetation is difficult and expensive to manage telean fires etc. so weeds and pest plants are not introduced

3) strive to encourage agricultural vistas rother than
just dense urban development along tracks.

Expect development near stations - but appeal of European

Expect development speed trains is subsidized erops and cottle.



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LARA COUNTY'S HABITAT CONSERVATION PLAN

COLLABORATIVE THAT INCLUDES CITIES OF GILROY,

MORGAN HILL, SAN VOSE, SANTA CLARA VALLEY WATER

OISTRICT AND COUNTY PARICS. [DEC. 12 West meeting]

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Think this only makes for conjestion at station a short walk highly preferable — Also the night whistle of trains at crossings can be acquaiting but stee practically on tracks. Did once and projects in neighboring counties. Information on freight and ports describes the interactions between passenger and freight rail systems. Not all trains are the same, and rail car technologies also are explained.









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Jim BIGELOW Regional Rail Plan Comment Folder 650 - 593 - 6377

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SAN FRANCESCO











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Land Use-Transportation Links

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Do you feel transit-oriented developments make sense for the Bay Area? Yes No For your community? Yes No For yourself? Yes No Please explain.

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→ Maximize rail transit connections and accessibility

Central Valley High-Speed Train Program EIR/EIS.

Maximize service to and promotion of transit-oriented development

Allow for incremental implementation

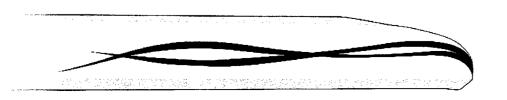
Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/ minority areas

Minimize impacts to natural resources

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Love Bus Train & Martra & Munitrain

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The Amtrak/California Capitol Corridor service has been growing by leaps and bounds, even though it still takes 4 hours to go from San Jose to Sacramento, a distance that can be traveled by car in just over 2 hours. Inclusion of a San Francisco/Oakland/Sacramento connection would allow the HSR system to replace the Capitol Corridor service with dramatically reduced travel times, and hence increased ridership.

Including a San Jose/Salinas/Paso Robles/Wasco connection (in rough terms) would provide a more direct (and hence faster) route from Los Angeles to the Bay Area and also provide service to Monterey County, which has expressed interest in having Caltrain commute service extended southward to Salinas. Aside from its operational benefits, this connection would also help assuage San Jose's route angst over Altamont, although any Los Banos real estate speculators would be out of luck.

In conclusion, the operative question for this EIR/EIS process is not Altamont OR ..., but Altamont AND ... We should build 3 connectors: San Francisco/Oakland/Sacramento, Altamont, and San Jose/Salinas/Paso Robles/Wasco. Perhaps not all in the Initial Operational Segment (as we used to say in the defense industry), but in the Objective System (that defines the vision for the HSR system at full build-out).



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Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/ minority areas

Minimize impacts to natural resources

Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.

Let's use proven technology. Off-the-shelf equipment.
No need to he-invent the wheel. DMUs show promise as a low-co
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Let's look at existing rail lines, and other potential linear rights - of -way; i.e. freeze medians, utility r/w, abandoned to fract.
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High-Speed Train Program

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B. A Rail Primer. This station shows the Bay Area's vision for transit expansion, as well as planned rail

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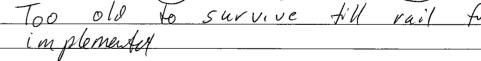
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Would it be possible to work to connect from
BART to high speed train?

I support the 30151 & BART State Stateout
In son Francisco.





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•	For security (against terrorists, diseases, or agricultural posts), make
	thisperd rail stations capable of appropriate inspections.
•	Consider magnetic levitation as at Shanghai airport or as is being
	developed in California I "Industrack" I at LENE and Geneal Atomics in San Drego





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Do you feel transit-oriented developments make sense for the Bay Area? Yes No For your community? Yes No For yourself? Yes No Please explain. (1) I don't oron a car and don't drive (2) Freeway congestion is ridiculous, and reducing demand to drive soons cheaper than increasing opportunity to drive (3) For what it's worth

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Seffery Sailors - madammayor@ comcast. Net



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_ Other than local papers) - how else can you raise attendance at these meetings?



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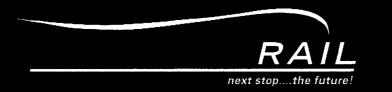
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Time toget moving on the NOW!

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MODESTO, STOCKTON, & BAKERSFIELD ARE ALL AMONG THE 180 LARGEST CITIES IN US. OF THE LARGEST 150 CITIES IN US, THESE 3 CITIES HAVE THE WORST ACCESS TO PASSENGER AIR SERVICE. WITH THAT IN MIND, I THINK IT IS IMPORTANT THAT RAIL SERVICE CONNECT THESE CITIES TO MATOR AIRPORTS



High-Speed Train Program

The California High-Speed Rail Authority, in partnership with the Federal Railroad Administration, is preparing a Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to identify a preferred high-speed train alignment and station locations between the Bay Area and the Central Valley. Please tell us any issues, concerns or questions you believe should be addressed in this "Bay Area to Central Valley High-Speed Train Program EIR/EIS."

- FOR MODESTO- STATION SHOWD BE DOWNTOWN NEAR REGIONAL TRANSIT HUB-IMPORTANT FOR DOWNTOWN RENEWAL, AND UP
- CONNECTIONS OR DIRECT TRANSIT TO AIRPORTS (SFO, SACTO, OAK)
- STATION BE MULTI-USE BUILDING PERHAPS WITH HOTEL,





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Regional Rail Plan Comment Folder

BOB BARZAN - MODESTO bbarzan@ Jahoo.com

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2

Laying the Tracks for Bay Area Regional Rail

The station describes the project's purpose and timeline. Please share your comments, issues or questions about the planning process. Please let us know of organizations or individuals you want to make sure are invited to future meetings about the Regional Rail Plan.



Land Use-Transportation Links

A. Planning for Future Growth. Congestion is a problem that is expected to grow as the region adds people and jobs. This station outlines a regional plan for managing that growth in such a way that links land use and transit — making it easier to get around while preserving the beauty and quality of life in the region. New transit-oriented developments include a mix of land uses such as housing, retail and services that are located around rail stations or key bus stops.

Do you feel transit-oriented developments make sense for the Bay Area? Yes No For your community? Yes No For yourself? Yes No Please explain.

THE POSITIONING OF STATIONS IN DUNTOWNS IS VITAL TO RENEWAL IN PLACES LIKE MODES TO AND TO MINIMIZE SPRAWL AND LOCAL TRAFFIL CONGESTION











Below are some evaluation criteria that likely will be used to assess proposed rail networks.

Which evaluation criteria are the most important to you? Please circle your three most important criteria.

3. ¹	Maximize ridership/revenue potential	
(1	Maximize rail transit connections and accessibility	,
`	Maximize service to and promotion of	
	transit-oriented development	
	Allow for incremental implementation	

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/

minority areas

.. Minimize impacts to natural resources

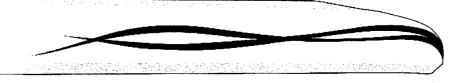
Are important criteria missing from this list? Please suggest additional criteria you believe should be considered.				
				
				
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- would like to see the Altamont Pass ofed rather	
than Pacheo Pass. Chad itea).	
- would like to see liver more have a stop	
on the high speed rail.	
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The in Civernore & we are ve-developing the downtown for higher density housing. I believe took malles sense if you include a proper mix of housing & frois such as grown stores Goffee shops and with Cleaners.

B. A Rail Primer. This station shows the Bay Area's vision for transit expansion, as well as planned rail











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Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/

minority areas

Allow for incremental implementation	Maintiffize impacts to natural resources
And the same of the same of the same	
Are important criteria missing from this li believe should be considered.	ist? Please suggest additional criteria you
Working with lo	cal agencies in general
plan development	
Storr Operatorness	to account to devel
- of H.S. Rank ta	celles & Transit
Connectivity	, within the region / city
-	
High-Speed Train Program	
preparing a Program Environmental Impact Report Preferred high-speed train alignment and station	nership with the Federal Railroad Administration, is rt/Environmental Impact Statement (EIR/EIS) to identify a locations between the Bay Area and the Central Valley.
	ou believe should be addressed in this "Bay Area to
Central Valley High-Speed Train Program EIR/EIS	
Atilize exist	R/w to extent possis
Minimical or	elim at grade crossin.
_ tecs the "His	h-speed " in Rail.
making sure	Express Trains are
	The state of the s
prentitud & cont	rement a recess



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Minimize operating and capital costs
Minimize impacts to freight service
Minimize impacts to low-income/ minority areas
Minimize impacts to natural resources
eto at existica
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o with the Federal Railroad Administration, is a prironmental Impact Statement (EIR/EIS) to identify a cons between the Bay Area and the Central Valley. It is investigated in this "Bay Area to the Control of the Central Valley. It is a constant of the Central Valley.



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Allow for incremental implementation

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/

minority areas

Minimize impacts to natural resources

Are importan believe should	t criteria missing from this list? Please suggest additional criteria you deconsidered.
Lots	get government to be sair - psider Alexante for Billions - Non Adlines going broke
SVI	1 transtart much chaper safer, better
	compare actual cost of driving 120,5d
	a mile bear and fear on the human drivery
	,



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Include production and all growing
and future live VP to grow cities
as fiture (turn stops:
we need pail now - we are the least
we need the form - order
Kiril Supporting Notion in the world



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The local patricians, Library Bond members



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mother sense - look by Lo spending Billions of dollars to Build underground the same area they had a bone ground service many years ago will as planned soil











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(

Minimize operating and capital costs

Minimize impacts to freight service

Minimize impacts to low-income/

transit-oriented development	minority areas
Allow for incremental implementation	Minimize impacts to natural resources
believe should be considered.	list? Please suggest additional criteria you
Maximize ease of use.	for low-income minority.
	·
High-Speed Train Program	
preparing a Program Environmental Impact Rep preferred high-speed train alignment and station	rtnership with the Federal Railroad Administration, is port/Environmental Impact Statement (EIR/EIS) to identify an locations between the Bay Area and the Central Valley. you believe should be addressed in this "Bay Area to IIS."
Minimize noise, visual,	"envilonmenty (natural)" impact
BUT it is extremely in	"envilonments (natural)" impact, important that it happen.
· · · · · · · · · · · · · · · · · · ·	•



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Were the country supervisors specifically invited and/or encouraged? are they connected to these issues?



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Increasing lanes in highways is no answer to anyone's problems.







